

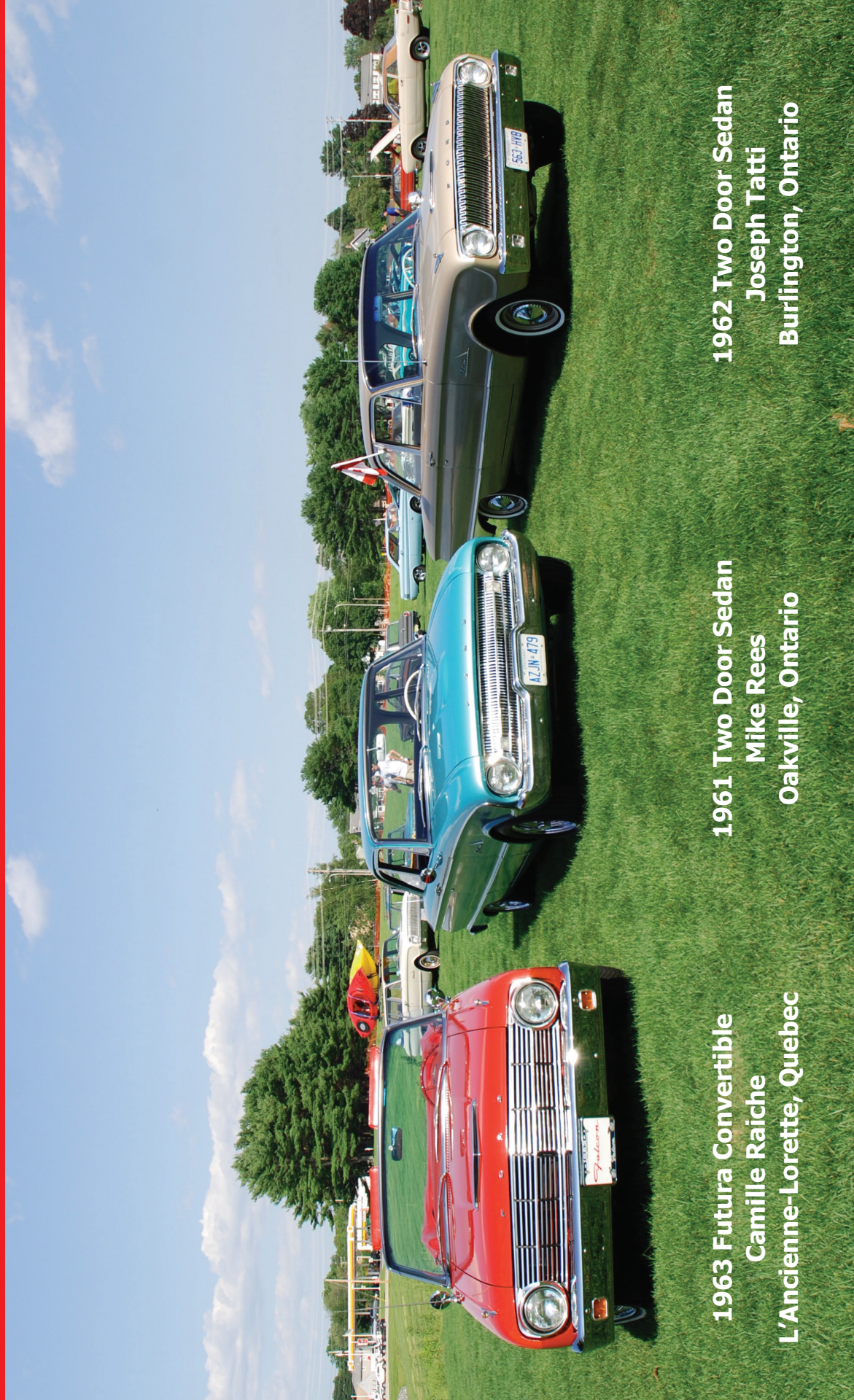
The

National Falcon

News

The Monthly Magazine of The Falcon Club of America

March 2016



1963 Futura Convertible
Camille Raiche
L'Ancienne-Lorette, Quebec

1961 Two Door Sedan
Mike Rees
Oakville, Ontario

1962 Two Door Sedan
Joseph Tatti
Burlington, Ontario

The National Falcon News

March 2016

On the Cover

Canadian Built Falcons at 2015 Nationals

On the cover this month are three Canadian built cars owned by Canadians that were present at the 2015 Nationals. On the left is a 1963 Futura convertible owned by Camille Raiche (FCA #12333) of L'Ancienne-Lorette, Quebec; in the middle is a 1961 two door Sedan owned by Mike Rees (FCA #15539) of Oakville, Ontario; and on the right is a 1962 two door Sedan owned by Joseph Tatti (FCA #1414) of Burlington, Ontario. They wear their colors proudly and represent their country well.

The story of Camille's unique Falcon along with a bit of the history of Canadian-built Falcons begins on page 4. Also in this issue on page 16, find the story of another Canadian member, Lloyd Marshment's (FCA #7115) and his Ohio built 1964 Futura.



4



12



16



18

Index of Advertisers

Auto Krafters, Broadway, VA	17
Advertising Guidelines.....	6
Classic Disc Brakes, Greeley, CO	21
Classified Advertising	6
Dennis Carpenter Reproduction, NC	8
Falcon Club Store.....	17
James Dottling's Falcon Connection, Tucson, AZ.....	24
J. C. Taylor Antique Auto Insurance, PA	15
Mac's Antique Auto Parts, NY	7
Obsolete Ford, Nashville, GA.....	5
Obsolete and Classic Auto Parts, OKC.....	24
Rhino Fabrication	4
Shine! On Me, CA.....	11

In This Issue

Index of Advertisers	2
President's Message.....	3
Calendar of Events.....	3
Who Painted the Engine These Colors?: Dick Harrington	4
Classified Advertising & Guidelines	6
1962 Squire, Our "Tin Woody": Jim & Susan Ricketson.....	12
Leaf Spring Replacement: Jeff Schira	14
The Gearhead Infliction: Lloyd Marshment	16
On the Road to Nationals: Phil Warren	18
Falcon Club Officers	20
Falcon Club Technical Advisors.....	22
Regularly Scheduled Chapter Meetings	23
FCA Membership Application.....	Jacket
Southern Coast FCA Regional Registration	Jacket
FCA National Convention Registration.....	Jacket

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. *The National Falcon News* is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be sent to the Editor, Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Please mark "FCA" on outside of envelope. Email address: fca.editor@yahoo.com. No phone calls or faxes for Falcon Club business, please.

President's Message: Cliff McKay



Far out! Another month of winter over and we're a bit closer to spring. Here in the Midwest, just when we get used to dealing with the challenges of late winter/early spring driving it seems to go away. Sooner is better too. We're eagerly anticipating a spring warm-up so we can all get out, stretch, and do some top-down cruising again. Many FCA members are already trying to determine where and when the first car shows of 2016 will take place and how to get away to participate and enjoy them.

One of the best things about the early spring months is that warmer climate is more conducive for garage meets and special chapter projects. These are both great

opportunities for FCA folks to get out and participate in some fun. We all love so much hanging out together and working with those fantastic Ford cars and trucks. Fellowship is a fine thing for us all and our club needs to continue to reach out to those who haven't heard of the FCA and all of the wonderful benefits of membership.

I would like to challenge each active FCA member to encourage someone new to join our ranks in 2016. I think our national club and local chapters can all benefit from some fresh ideas and new members this year. So again this spring my President's challenge is issued to all of you—hunt them down, seek them out, and bring them into our flock!

If you haven't already started preparing your ride for a run to one of this year's Regionals or the FCA National Convention, you really better get busy. This year's Nationals will take place in Baraboo, Wisconsin, hosted by our Northland, Lake Michigan, and Raptor Chapters. I recommend making a list of things to take along. Also, put together a list of things to do or places to see along the way? I always make a wish list of things to pick-up from our vendors or from Falcon friends in the swap area. Migrating in a "flock of Falcons" can be exciting too. Participation and the making of new friends is at least half the fun in our club events.

This will be a different scenario than our usual National event in several ways. The event hotel has a casino section for those who want to partake. Secondly, there is going to be a separate collocated All Ford show on Saturday in another section of the hotel parking lot. It is the Board of Directors and my hope that this will bring even more Ford fans out to see our Falcons and possibly bring us more new members.

As always I highly recommend making early registrations for the event and with the hotel. This assists the sponsoring chapters with advance funding for event reservations and extra clout with the event hotel management.

We all need to sport our club merchandise. Our FCA Club Store will have plenty of t-shirts, golf shirts, ladies shirts, trinkets, and hats at Nationals. If you have suggestions for new items for the Club Store, please tell us soon so we can check into its availability.

Take care of each other. Hope you have a mild spring and have fun working safely on those short-term and long-term Falcon and Ranchero projects. Hope to see you in Wisconsin!

—Cliff McKay (FCA #7987)
Peck, Kansas

CALENDAR OF EVENTS

MARCH 18–19, 2016

SOUTHERN COAST REGIONAL PENSACOLA, FLORIDA

Hosted by Southern Coast Chapter in conjunction with the Gulf Coast Regional Mustang Club. Further information can be obtained at falconclub.0catch.com/show. Use form in this issue to register.

APRIL 15–16, 2016

HEART OF TEXAS SPRING REGIONAL IRVING, TEXAS

Hosted by Heart of Texas Chapter. Information and registration can be found online at hotfalcons.org/regional.

MAY 20–21, 2016

FCA KEYSTONE 2016 REGIONAL BETHEL, PENNSYLVANIA

Hosted by Keystone Chapter. Registration form online at falconclub.com.

JULY 14–16, 2016

FALCON CLUB OF AMERICA NATIONAL CONVENTION BARABOO, WISCONSIN

Hosted by Northland, Raptor, and Lake Michigan FCA Chapters. Ho-Chunk Hotel and Gaming Convention Center in Baraboo, Wisconsin. Visit 2016FalconConvention.com for updates. Registration form can be found online at northland-falcons.com or use form in this issue to register.

SEPTEMBER 30–OCTOBER 1, 2016

CAROLINA'S CHAPTER 12TH REGIONAL MEET KANNAPOLIS, NORTH CAROLINA

Hosted by Carolinas Chapter. Registration form will be printed in a future issue.

OCTOBER 7–8, 2016

26TH ANNUAL PACIFIC REGIONAL RANCHO CORDOVA, CALIFORNIA

Hosted by River City Chapter of the FCA. Registration form online at westcoastfalcons.com

**If you are hosting a Falcon event,
please send your event information
to fca.editor@yahoo.com.**

WHO PAINTED THE ENGINE THESE COLORS?



Wandering through the show field at the 2015 Falcon Nationals in Warwick, Rhode Island, I noticed a 1963 Falcon Futura convertible. It was a nice Falcon but who painted the engine such a wild array of colors? Why would anyone put such an effort in to restoring a Falcon and then not do a stock under hood engine detail?

Later that evening a gentleman approached me and wanted me to take a closer look at his car. He led me over to the Futura convertible with the crazy engine paint scheme. Camille Raiche is a French Canadian who happens to own a pretty rare Falcon convertible. A Canadian Falcon convertible. The engine is painted correctly!

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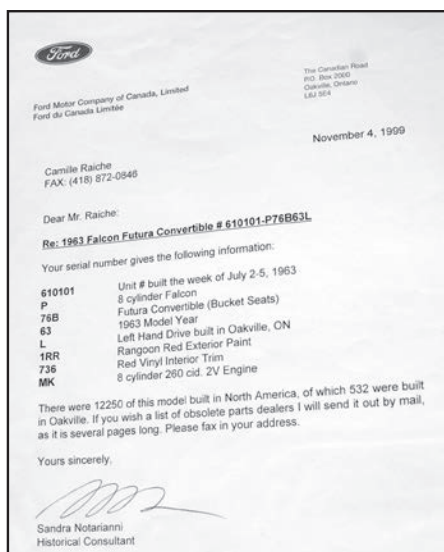
Camille Raiché's Canadian Built Falcon

By Dick Harrington

Camille spent the next couple of hours explaining all the nuances of a 1963 Falcon Futura Sports convertible, his meticulous restoration and his research to be sure that he had everything painted correctly as the day it was built. The car was assembled at the Oakville, Ontario plant; the Oakville plant assembled various North American Ford products simultaneously. Camille's Falcon is built from the same parts bin that an American Falcon was built from so the differences—other than engine paint—are minor. The differences are the VIN tag on the door, the VIN stamp in the engine bay, the engine has a partial VIN stamped on the front drivers edge of the block below the cylinder head and the air cleaner housing is different; it has a full lid versus the American nine inch center lid. It is easy to speculate that since other Ford products were built with the 260 V8 2V engine at Oakville, that the engine colors and the air cleaner were shared by all Canadian built Ford products with the 260 V8 engine.

—Continued on page 8

This letter from a Ford Canada Historical Consultant states that 12,250 of this model were built in North America, of which 532 were built in Oakville, Canada.



The door tag VIN on the Canadian built Falcon lists data much differently from an American built Falcon.



The VIN number is located on the passenger side inner fender above the battery area. It is also stamped upside down. The letter/numbers make little sense to us American Falcon owners.

1960-1970 FALCON

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How to Advertise in The National Falcon News

General Advertising Information

- When you submit your ad, please include your name, location and FCA number.
- Please limit your ad to 50 words. Ads may be edited.
- Ads will run for minimum of two months. After initial placement, ads must be resubmitted monthly.
- Ads with photo are \$20 and will run for minimum of two months.
- No phone calls or faxes are accepted for ads.
- Ads must be received by the 20th of the month, two months before publication month (i.e., July 20 for September issue).

Ad Content

To place a FALCONS FOR SALE ad, please include:

- Vehicle description: year, model, body type, paint color, engine type, transmission, condition, special options, mileage
- What's unique about your vehicle?
- Asking price (**Examples:** \$8,500; \$3,600 OBO)
- Your name, email address and/or phone number (format: 913-555-5555)
- Contact hours for phone calls and time zone, if helpful
- Your two digit state code

Example: 1964 black Falcon Futura six cylinder automatic, runs great. Some rust on floor pans. Excellent glass and trim. \$6,000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

To place a PARTS FOR SALE ad, please include:

- Description of item, asking price, and contact info as shown above

Example: 1963 six cylinder Falcon Futura rear end, \$150. 1962 three speed transmission, \$275. Joe Falcon, 555-555-5555 or 123falcon.com. MN.

Pricing And Payment

FCA members:

Two free ads per issue. Each ad must run in a different section of the Classifieds. (i.e., one in FALCONS FOR SALE; one in PARTS WANTED). Your Falcon number must be included to be eligible for your free ad.

- \$10 each for additional ads; add \$20 to include a photo

Non-FCA member ads are \$10 each plus an additional \$20 to add a photo. Ads follow the same guidelines as member ads. Payment must accompany the ad, with check payable to the Falcon Club of America.

Ads and photos may be sent to editor by email to fca.editor@yahoo.com and ads by mail, photos and payment for ads may be sent to:

Janet Wilkerson, Editor
22806 Bradford Ln. Ct.
Blue Springs, MO 64015.

Falcon Club of America is not responsible for errors. An error will be corrected in the next issue, as requested. The FCA reserves the right to refuse advertising from any person or business.

fcaeditor@yahoo.com

Classified Advertising

FALCONS FOR SALE

1961 Falcon two door rust free car with Sprint interior, an independent front suspension (IFS), 11 inch disc brakes up front, A Tremic five speed floor shift. It is powered by a rebuilt 302 Ford engine. Some of the upgrades are: Dolphin gauges, I pod radio, Champion Radiator, dual master cylinder, new tank, shocks, exhaust, headers, six blade fan, nice heater, LED taillights, tribar headlamps and a zillion other improvements. Car is white repaint with red interior. Asking \$14,500. Contact Clyde at archie350@frontier.com. WV.

1963 Falcon Futura convertible, twelve thousand dollar off body restoration eight years ago. Six cylinder automatic, white with black top. Good original green interior. Wing window needs lock as door handle pops off. Indoor storage no longer available. Good tires and brakes. Drive it home from Columbus, Ohio. \$12,500 OBO. Bob Peterson, 614-563-3357. OH.



1963 Falcon two door. Custom designed by Chip Foote, as seen on the TV show OVERHAULIN', Season 2, Episode 3: "The Falcon And The Snow-Job." \$26,000. For more information and specs call Fred, 253-905-3443. CA.

FALCON TRIVIA

Edsel Ford first used the term "Falcon" for a more luxurious Ford he designed in 1935. He decided the new car did not fit with Ford's other offerings, so the design eventually became the Mercury.

True or False?

Answer on page 17

1963 Falcon two door sedan, Cobra engine, five speed. FAST. Running, drive train excellent, body has some rust. All repairable. \$9,000. Contact John at jegsr-1957fordcom. OH.

1963 Futura convertible, black body and top with red interior. Completely restored and modified 289 high performance, five speed, less than 2,000 miles. \$14,500. Charlie 706-263-6654 or kessler3806@bellsouth.net. Chattanooga, TN.



1963 one-of-a-kind Sprint Clone Retractable hardtop with matching trailer. Best in Show at the FCA Tulsa Nationals two years ago. Watch the YouTube video *1963 Falcon Retractable Hardtop* which shows the car in

action. Will consider a nice 1963 Sprint convertible for partial trade. \$85,000 OBO. Tim Sutherland at 316-655-0697 or tim@sutherlandbuildersinc.com. KS.

1964 Falcon convertible, a very nice car I bought in a collection. I have spent many hours and a great deal of money on the car. Dale, 210-884-3100, coco5757@att.net. TX.

1964 Falcon convertible project car, solid but has rust holes. Disassembled for restore. Had a V8, should be a six cylinder, no engine, auto transmission. Top is in very good condition. Two eye surgeries removed my ability to finish it. \$2,000 OBO, whiteheadagency@gmail.com. IL.

I have a 1965 Futura Convertible and drove it proudly until I had an accident. I had a second car for parts but it was stolen and due to health and medical bills, I no longer can pursue working with it any longer. The engine and transmission are good, as well as some body parts. It is located in Beggs, Oklahoma, just south of Tulsa.

Contact Ron Whitney, 918-948-2997 or email ron.whitney68@yahoo.com. OK.

1965 Falcon Futura convertible, taken apart for restoration with correct 289 V8 four speed. It is 90% complete. Easy restoration. Many new parts. Complete 1965 Futura two door sedan parts car comes with it. Both cars, \$3,500. Douglas, 575-478-2274 or 575-693-1908, canoenut46@hotmail.com. NM.

1965 Futura hardtop, \$1200; 1965 Sprint with hood scoop, \$3000; 1965 Futura hardtop, \$800; 1965 Futura convertible four speed, \$2000. 1964 Futura hardtop, bare body in primer on rolling chassis, \$4,000; 1964 convertible parts car, \$500; 1964 Futura convertible, \$1500; 1964 Futura convertible, \$1000; 1964 Sprint 289 V8 with headers and floor shifter, \$2500; 1964 Futura hardtop with Comet dash and 302 V8 three speed, \$2500. 1963 sedan 200 six cylinder, \$3500; 1963 Deluxe Station Wagon, \$2500. Contact JL Branson, 636-228-4501 or jlwbanson@mail.win.org. MO.

—Continued on page 8

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Classified Advertising

—Continued from page 7

1965 Futura four door, six cylinder automatic. It is painted like a police car and has decals, working red light, siren, and a PA system and CB with speaker. \$3,500 OBO. Tim Sutherland at 316-655-0697 or tim@sutherlandbuildersinc.com. KS.

I'm settling my father's estate and selling his 1966 Falcon along with a 1967 Comet that he intended to use for parts to rebuild it. Take a look at it on Craigslist, nmi.craigslist.org/cto/5365905309.html. For more information, call Paulette, 248-252-4614. MI.

FALCONS WANTED

I'm looking to purchase a 63½ Sprint hardtop unmolested ORIGINAL Condition. The ideal car will have the original 260 V8, four speed, power steering, and AC. A project is okay as long as there's not a lot of metal work that needs to be done. Contact John at 408-628-7397 or jliessandrello@msn.com. CA.

1963 Falcon Futura convertible in red with red interior. Must be in good condition inside and out. Criostoir O. Mordha, 011-353-87-9214413 or C17073@yahoo.com. Ireland.

1963 Futura or Sprint Coupe in excellent condition. Automatic, white with red interior. Contact Chris at 551-265-2629 or chris14ono@verizon.net. NJ.

PARTS FOR SALE

All NOS: C30Z-13341-B turn switch and plate. Fits 1963-64 Falcons, 1962-64 Fairlanes, \$100. Two 144, 170 six cylinder rocker arm shafts, C0D-6563-A, \$50 each. One C8DZ-13450-A taillight lens in box, fits either side, \$100. One pair 260-289 Falcon V8 exhaust manifolds, used, \$200 pair plus shipping. John Simone, 413-527-8502, Easthampton, MA 01027.

1961 show quality factory original hood and rear panel letters, (10) \$300; rear quarter "dart type" emblems, (6) \$500; gold "bird" emblems now chromed, (2) \$125. Also have aftermarket, still in package script emblems, dashpad, kickpanels, and a real nice original trunk lid emblem with blemished paint only. If interested in anything, Rob, 401-862-6366. RI.

Chrome and stainless steel vinyl top trim pieces for 1963 Sprint hardtop. I understand the trim pieces will fit 1963, 1964, and 1965. Part numbers may be C5DB-423A18, C5DB-423A19, C5DB-423A20, and C5DB-423A21. Contact John at 408-628-7397 or jliessandrello@msn.com. CA.

—Continued on page 10

WHO PAINTED THE ENGINE THESE COLORS?

—Continued from page 5

There are so many Rangoon Red 1963 Falcon convertibles that it is easy to walk by this car. I did. Once Camille got my attention and I looked at his car more closely it became clear that his restoration effort is beautifully done. The chrome, stainless, diecast emblems and anodized aluminum trim all look new. The paint work is as good as it gets, the interior upholstery is authentic. Every nook and cranny is sparkling clean.

Like most of us Falcon owners, Camille has his story of becoming a Falcon owner. On the sixth of September 1973, he purchased his Canadian built 1963½ Falcon Futura Sport convertible with 260 V8 and two-speed Fordomatic from a fellow Canadian airman who needed a bigger family car. He paid 450 Canadian Dollars for it. It was driveable but needed new suspension parts, an alignment, and fresh paint. He drove it until 1976 and then stored it in his sisters barn.

As a surprise, for his 40th birthday, his 14-year-old nephew Yan Ethier cleaned the little red Falcon and did a short parade lap. Ten years later, Yan repeated the event for Camille's 50th birthday. It was then that he and Yan decided it was time to begin a full restoration.

In 2000 they began taking the Falcon completely apart. A rotisserie was built and every part was sanded, sandblasted, painted, rechromed and reassembled. Parts were purchased from Dearborn Classics, Mac's, Autokrafter and eBay. They worked in Yan's garage which was about 150 miles from Camille's home. The trip was made most every weekend for a year and a half. It was a demanding effort, but also a labor of love. Thankfully Thérèse, Camille's wife, was very supportive and without Yan's assistance it would never have been completed. During the restoration numerous requests for information were made to the Canadian Ford Historical Department at the Oakville Assembly Plant. Confirmation of engine colors was done with their assistance.

In 2009, Camille realized a dream and drove the car to the 2009 Nationals in Dover, Delaware. This year a return to the FCA Nationals in Warwick, Rhode Island was like a homecoming with fellow Canadians and American FCA members. Camille hopes to join us at Wisconsin Dells in 2016 so many of you can see for yourself that this is no ordinary Falcon Futura Sport with a crazy engine color combination.

Camille would like to start a registry for Canadian built Falcons, if you have one or know of one please send that information to Camille at raiche.camille@videotron.ca.

—Dick Harrington (FCA #12563)
Delhi, New York

—Additional photos on page 9

Camille Raiche's Canadian Built Falcon



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Open Mon-Fri 8am to 5pm Sat 9am to 12 (Eastern) Email: info@dennis-carpenter.com 4140 Concord Parkway S., Concord, NC 28027

Classified Advertising

—Continued from page 8

NOS parts: C0DZ-3A130-A outer tie rod, \$35. C0DZ-3352-B steering arm and bushing, \$75. C0DR-7A039-B transmission exterior assembly, \$75. C0DF-11654-C headlamp switch, \$45. C0DF-7A217-A trans. control switch and wire assembly, \$15. C0DZ-7210-B shift selector lever, \$55; carb rebuild kits, part # C0DZ-9A586-A & B, \$30 each; exhaust hanger, part #C0DD-5A283-F, \$15; rear brake drum, part #C0DZ-1126-B, \$80; Autolite vacuum control, part #C0DF-12370-A, \$18; turn signal plate, part #C0DF-13304-A, \$15. Many more parts available. Keith Litteken 314-480-2556 or kslitteken@aol.com. MO.

1960-63 Falcon sedan "No-Mar" gas tank guard and NOS stainless steel gas cap, in original packaging, rare accessory, \$275, 1960-63 sedan NOS gas caps and 1964-65 NOS sedan gas caps, in Ford box, \$90 each; 1960-63 Ranchero/wagon gas caps, good used condition, \$150; 1962-63 Squire wood grained gas cap NOS in box, \$295 each. 1962-63 hood scoop excellent used condition, \$200; 1962 grille and headlight doors; good used, straight, needs repainted, \$495; 1963 Futura/Sprint fender spears, excellent original condition \$395 pair; 1963 "deluxe" fender spears, three sets \$75-150 per set. 1962-63 fender top ornaments, restored, \$75-100 per pair; 1960-65 V8 motor mounts: frame mounts, bolts, "C" brackets and heat shields \$200; Sprint Horn Ring, driver quality, \$75; 1960-65 Falcon jacks, restorable, \$100 set of four pieces; 1960-65 four door sedan doors, stripped or complete, no rust, \$100-200 each; 1961-65 station wagon tailgate crank, good used condition, new keys, \$250. 1965 two speed wiper conversion: wiring harness, switch/bezel motor/bracket, \$395. 1968-70 LR taillight surround, excellent used condition, \$95; '68-70 taillight lens, excellent used condition, \$50; 1970½ Falcon/Torino parts: front bumper, excellent used condition, \$325; bumper brackets for the same \$200; front bumper rock shield,

three pieces, needs some work, \$125; L/R front fenders, near perfect, \$300 each; excellent hood \$300; We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964, or visit us at kelloggsgarage.com. CO.

1963-1964 Falcon hardtop vinyl top trim pieces, two sets. This listing is for two sets, eight pieces of trim that goes along the bottom of the rear window of 1963-64 Falcon hardtops with a vinyl roof covering, parts #C3DB63517A31-A and B. The first set has very good stainless parts and very restorable cast metal corner parts with some pitting but with the mounting lugs intact. The second set has very good stainless parts but the cast corner parts are in rough shape with considerable pitting, one 3/4" crack; the mounting studs on the second set have been broken off and there is an extra hole drilled near the end of each one. Restoration of the second set would be problematic, but may be possible if you have a plater that likes a challenge. Includes two of the clips that hold the stainless strips in place. FOR TWO DOOR HARDTOP ONLY; WILL NOT FIT TWO DOOR SEDAN. \$350 OBO + \$15 S&H. For more photos email me at gh333@earthlink.net.

1964 Falcon Guardsman Blue steering wheel with horn rim. Steering wheel has some cracks at hub. Horn rim good

chrome condition, \$200 for both pieces. Six bolt V8 aluminum bell housing. Good condition, no stress cracks and with separator plate, \$125 for both pieces. All prices are plus shipping. Call Ken anytime at 586-322-6236 Eastern Time. MI.

NOS Ford passenger side complete rocker panel. Fits all 1964-65 Falcons, \$250. Mustangs Rally Pac tach only, 6,000 rpm, untested, \$100. Narrow belt pattern Toploader, used, \$600. Narrow bolt pattern Toploader, used, \$600. Mallory dual point Tach drive distributor for F.E. motor, used, \$250. Gates rubber hose supply box, metal and plastic, no hose, good for display, \$150. Original 1963 Sprint air cleaner, some rust, \$250. John Simone, 413-527-8502, Easthampton, MA.

1966-70 Falcon wagon tailgate cranks w/keys, single action gate, good used to NOS \$165 to \$300; 1966-70 Sport Coupe vinyl top trim, two pieces, rare, good driver quality, \$125 for the set; Econoline Horn Buttons, \$35 each; 1964-65 horn buttons, nice chrome, \$25-30 each; 1963 taillight lens, one pair, w/back-ups, Glo-Brite, NORS, \$80 for the pair; NOS parklight lens, pairs, 1960: \$40, 1962-63: clear, \$40, amber, \$25, 1966-67, \$75; 1964 Futura horn rings: driver quality to very nice, \$60-\$175. 1964 NOS taillight lens, no backups, \$80 a pair; 1970½ Falcon dash cluster complete, \$100, shows 28K miles; 1960-63 Comet dash clusters, one early, one

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late, very nice chrome, \$195; 1962-63 Futura 13" wheel covers, \$40-\$100; 1962 Futura front fender spears, good driver quality chrome, \$300. We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964, CO or visit us at kelloggsgarage.com. CO.

Don Branson's 35 year collection of good used parts for 1960-1969. Hoods, \$75; doors, \$75; grilles, \$150-\$800. Headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome; seats, consoles, wheels, aluminum wheels, hubcaps, etc. Will sell the entire lot of parts or a piece at a time. Parts from over 50 cars. Contact JL Branson, 4097 Hwy T, Marthasville, MO 63357, phone 636-228-4501 or email jlwbanson@mail.win.org.

PARTS WANTED

1963 Falcon Delux two door wagon parts. They must be in excellent condition either NOS or used: front bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and or manual tailgate window parts, tailgate springs, hinges, etc. Keith Litteken, 11394 Revere Ln., St. Louis MO 63128-1416. 314-480-2556 or kslitteken@aol.com. MO.

Self-regulating electric clock, C2DZ-15A000-A, in good condition for my 1963 Falcon Sprint. Need clock, bracket and all the wiring. Call or email John at 408-628-7397 or jlissandrello@msn.com. CA.

Font grille for 1964 Falcon needed for project. Needs to be in great condition, not bent; no rust please. Contact jamie@rossandleonard.com or call 310-430-6889.

Wanted: 1962-63 Top fender emblems: I have four NOS right side, need to

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buy, sell, or trade for left side in NOS condition. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964. CO.

1964 Falcon Futura two door hardtop, need quarter panel exterior moldings, two each side in very good condition. Jim Elliott, 225-343-6900 or jim_celliot@bellsouth.net. LA.

Driver's side quarter window for a 1968 Futura station wagon. Contact Andy at ajmux@aol.com or call 520-419-2376. AZ.

Looking for AM radio either NOS, used, or retro new for 1965. Rick Kelleher, 660-422-7177 or sales@happycarz.com. MO.

MISCELLANEOUS FOR SALE

32 issues of *Classic Auto Restorer* magazine, November 1994-June 1997, like new condition. \$20 plus flat rate shipping to your zip. J. McAlister, hstforever@yahoo.com. AL.

Hubley Die Cast, 1960-63 Falcon Ranchero (Hubley Model 403). Made in Lancaster, Pennsylvania with "Made in USA" in casting. Excellent condition except paint. Six inches long, two inches wide and two inches tall. It even has a trailer hitch. Unique and rare, \$25. Gary, 770-639-3324. GA.

1965 Falcon Owner's Manual date stamped May 22, 1965, Ford Motor Co. Form No 7759.65. Excellent condition all 76 pages and cover, \$35. Very, very rare Falcon *Rallye Sprint Total Performance...* from Ford Owner's Manual. "Optional Competitive Event Components" lists over 100 part numbers for engine and chassis. Both Girling and Kelsey Hayes brakes, 27 gallon gas tank, 14 quart radiator, 289 engine specs showing 12:1 compression specs and more—11 pages in mint condition, \$150. Contact Gary at 706-864-2720. GA.

Shop Manuals by Ford: 1960-63, \$34.95; 1964-68, \$49.95 ea; 1969-70, \$59.95 ea. 1963 Owners Manual, \$14.95. Part Interchange Manual 1960-65 or 1963-70, \$39.95 ea. Falcon 140 page Road Test book 1960-70, \$19.95. Hardcover Falcon history book, \$39.95. Alex Voss, 4850 37th Ave. So., Seattle, WA 98118, 206-721-3077, Alex@books4cars.com. WA.

WHERE'S MY AD?

Please resubmit your classified ad each month you would like it to run. Deadline for Classified Advertising is the 20th of the month two months before publication date (March 20 for May issue). Please email your ad if possible and use correct spelling, grammar and punctuation. In your "For Sale" ads, don't forget to include the price.



1962 FORD SQUIRE OUR "TIN WOODY"

*I*t was a beautiful Sacramento day and we were experiencing our first Falcon Regional Meet. We were there sharing our 1965 Ranchero. And then, we saw it—a 1962 Squire Wagon—FOR SALE. Wow what a “looker” and what a perfect tow vehicle for our vintage travel trailer. We had to have it. After some back-and-forth negotiating, it was ours. The Squire arrived on a trailer. This should have been a clue. The car’s transmission was performing less than optimally or really, barely operating. And so, our adventure began.

Thanks to Chuck, a fellow Golden Gate Chapter member, we purchased and replaced the faulty transmission with a C3. Our goal was to have a good driver. So a power steering upgrade was the next project. Thanks to some super

sleuthing by Len Kellogg at Len’s Garage, all components—pressure regulator, pump, and four turn steering box—were secured and replaced. Customizing a couple of brackets completed the task. Power disc brackets were next. Again, a hybridization of parts were installed and we were on the road.

The story doesn’t end here. After an exhaustive six month search, we located a “wood grainer.” A true artist, Erik of Harry’s Signs was literally located in our backyard. What a find! The final product is so realistic, spectators are amazed. We even encourage touching. With the addition of some minor chrome accents the exterior was complete.

As for the interior, the Squire’s bench seat had already been replaced with 2011 Mustang front buckets; they were a flawless fit and very comfortable. The



By Jim and Susan Ricketson

powered driver side works perfectly. A customized center console, a dyed-to-match dash pad and a perfectly working stock radio completed the package.

Guided by the *Ford Treasury of Station Wagon Living* and inspired by our own memories, we have managed to re-create the spirit of the road trip. Our old 45 rpm records play on a perfectly functioning ARC Auto Player which was completely rebuilt by New York restorer, For Your Listening Pleasure. Vintage Shell Oil maps along with Blue Chip Stamp books are found in the glove box. A 1950s child's car seat with functioning horn and steering wheel hangs over the rear bench. No way would this seat meet current NHTSA guidelines.

The tailgate is filled with all the necessities for a special family outing—vintage picnic basket, cooler, portable “lunch box” radio, badminton rackets, banjo ukulele, camera, binoculars, kid's croquet set, and clamp-on skates. Period correct green Samsonite luggage adorns the roof rack. Needless to say, we are ready to go!

Spring signals the start of camping season for us. The Squire tows our vintage teardrop 1947 KIT trailer. With fenders painted to match, it is a sweet rig and a real head turner at campgrounds. Once we're parked, we drop the trailer and replace it with a vintage bar. Then we can pull up a couple of mid-century stools, add some period correct accessories—ice bucket, crusher, and glasses—and we're ready to entertain, “Mad Men” style.

The Squire's inline six is currently being replaced with a V8 and Fordomatic. Who knows, with all these drive train upgrades we may be shopping for a larger trailer—hopefully one with more head room.

We are looking forward to joining other Falcon devotees and classic trailer enthusiasts for another season of fun. Perhaps we'll see you on the road or camping along the route. Equipped as we are, wherever the Squire stops, that's what we consider home.

—Jim and Susan Ricketson (FCA #14602)
Monterey, California



Leaf Spring Replacement

I have replaced the leaf springs on several Falcons over the last few years and decided to document my most recent project. The process I use works for me; others might use a different technique. Depending upon how rusty the underside of your car is, replacing both leaf springs can take from three hours to three days. This particular car only took three hours as all the bolts loosened up easily. I highly recommend the use of an air ratchet and liberal use of PB Blaster or similar penetrating oil.

The first step in replacing the leaf springs is to raise the back end of the car onto jack stands. The weight of the car needs to be supported on the frame rails and not the rear axle.

After the back end of the car is supported on jack stands, remove the shocks and the U-bolts holding the rear axle to the spring. The mounting plate will fall down loose with the removal of the U-bolts. At this point, you can clean up the mounting plate or replace it. 1964–65 Falcons use the same mounting plates as the 1965–66 Mustangs and are relatively inexpensive. Replacing the U-bolts



is a good idea as I have seen stripped threads and substantially rusted bolts. Replacement U-bolts are readily available from Mac's, Stengel Brothers or General Spring of Kansas City.

After removal of the U-bolts, raise the axle slightly to take the weight of the axle off of the spring.

Remove the bolt from the front eye of the spring and allow the spring to drop.

With the front of the spring loose, remove the nuts from the shackle at the rear of the spring and remove the shackle from the frame rail.

The front of the spring bolt is the first to come off, and the first to go back on. Align the front eye of the new spring with the bolt and loosely install the nut on the bolt.

Install the rear of the spring interior bushing in both the mounting hole in the frame rail and in the interior

of the rear eye spring. Place the upper stud of the shackle halfway into the bushing in the frame rail, then raise the spring and slide it onto the lower stud of the shackle.



By Jeff Schira

Slide the exterior bushings into the hole in the frame rail and into the rear eye of the spring. Greasing the inside and the outside of the bushing can help with this part of the installation. Place the shackle bracket over the exterior bushing and install the nuts. Torque the shackle nuts to specifications. Also torque the front bolts to specifications.



Lower the axle so that it rests on the spring. Make sure that the hole in the axle bracket aligns with the upper stud on the spring. Slide the U-bolts over the axle tube and thread the lower mounting plate over the free ends of the U-bolts. Install the U-bolt nuts. Torque to specifications. Do not over tighten the U-bolt nuts as the torque specification on a V8 1964 Falcon is only 13 to 20 ft-lbs.

Reinstall the shocks, and the installation is complete. At least for one side.

While it can be a bit more challenging to replace the leaf springs on an extremely rusty car, the task can be completed in only a few hours on most cars. Do not be afraid to dive in.

—Jeff Schira (FCA # 6235)
Arlington, Texas

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The Gearhead Infliction

This article will relay the path I took to acquire my green 1964 Falcon Futura two door hardtop. I have always been a car nut, gearhead or whatever name you want to call those who have that condition that inflicts most car club people. Before getting married I had drag raced and spent scads of money on whatever car I had at the time. All this stopped with marriage.

Karen and I were buying furniture, housing, cars to get to work, and then the kids started coming along so responsibilities changed. The kids needed shoes and other things, so old cars took a back seat but were never out of mind. The car nut, gearhead infliction was still there.

In 1983 I came across a 1964 Comet convertible for sale and it was cheap. The body was rough but it was complete and ran. After talking with Karen, we decided to purchase this

car. Due to the car's rough condition, I started putting money into a special account for its restoration. The account grew slowly with income tax money and overtime money. By 1987 I had around \$5,000 in the car account and thought it would be a good starting point in the restoration of the Comet.

In the summer of 1987 I read an article in the weekend London Free Press newspaper about a man that brought old cars back from the southern U.S. and put enough money into them to get them roadworthy and then sell them. He operated out of a garage in Melbourne which is west of London on Highway 2. Karen and I were heading north on vacation so we decided to run down through Melbourne and have a look at what he had on the lot. He had several cars there but the one I was interested in was a green Falcon V8 car. His mechanic gave me the keys and we went for a drive; it drove decently and straight. The only problem was the rear trunk area had been hit and was damaged but a new bumper had been put on it. The mechanic told me that whoever bought the car could fix the damage the right way or bondo it up. We asked for the price then headed on our way for our vacation.

During our vacation I thought about the Falcon. Karen and I discussed it we decided after we got back I would see about purchasing it and selling the Comet. With the Falcon I would be on the road sooner than I could fix the Comet. And, paying the Falcon's price versus spending it on fixing the Comet would still leave the Comet a long way from being roadworthy.



After vacation I returned to the garage in Melbourne and talked to the mechanic about purchasing the car. He sent me to a tire shop about ten miles away to see Jerry Kok, who was also the owner of a repair shop where the car was. When I arrived at the tire shop, a building inspector was there telling Jerry to replace the roof on his building or he would make a recommendation to shut him down.

When I stepped up to the counter and told him I wanted to buy the Falcon on his lot, he was in a receptive mood. He even offered to take the Comet in trade for what I paid for it—sight unseen. He loaned me a tow bar; I dropped the driveshaft from the Falcon, hooked it up and towed it home to Sarnia. Then I hooked up the Comet and towed it back to Melbourne. As part of the deal he supplied me a safety certificate after the rear body work was done. To purchase the Falcon

I paid Jerry Kok \$4,285 and the rear trunk and other dents were repaired for \$759. I was on the road with a running car that had a good body but no paint. It was time to do more saving.

By this time, Karen was operating her own bulk food store business and it was successful, so the money came easier. The fall of the next year I took the car into the paint shop and had

it painted and clear coated by the best painter for these type of cars in Sarnia. That paint is still on the car today so it has stood up well. In July of 1989 I had the engine rebuilt in a Ford owned rebuild shop and had the transmission taken apart and freshened up at the same time. I ran the 260 cubic inch motor until two years ago when I removed it due to head gasket failure and replaced it with a 302 cubic inch motor along with an overdrive automatic transmission.



The Gearhead Infliction was originally published in the December 2015 *Falcon Express*, the Metro Detroit Falcon Club Newsletter.

I have acquired bucket seats, carpets, and door panels. I've also installed after market air conditioning and front disc brakes among an assortment of other items.

This car has been driven to Falcon Nationals in Colorado, Tennessee, Indiana, North Carolina, Connecticut, Michigan, and Rhode Island as well as Regionals in New York, Kentucky, and Michigan. The Falcon was built in Lorain, Ohio and spent much of its life in Georgia. That is where Jerry Kok located it and brought it back to Canada.

I have enjoyed owning and working on this car for all these years and would not have missed this ride for anything. As long as I can drive I will be happily running my 1964 Falcon down the road, so look out! May it last another fifty years.

—Lloyd Marshment (FCA #7115)
Sarnia, Ontario

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FALCON TRIVIA ANSWER

True.

Edsel Ford first used the term "Falcon" in 1935 for a more luxurious Ford he designed, but then decided the new car did not fit with Ford's other offerings. This design eventually became the Mercury.

As president of Ford, Edsel often disagreed with his father on major decisions, but still managed to introduce many lasting changes to the company. He founded and named the Mercury division and was responsible for the Lincoln Zephyr and Continental. Edsel significantly strengthened Ford Motors' overseas production, and modernized the company's cars, such as by introducing hydraulic brakes.

On the Road to Nationals

Last month, we asked readers to give us some tips on places to see and things to do as you travel the roads to Wisconsin and this year's National Convention in Baraboo.

Phil Warren (FCA #1234) of Springhill, Kansas has written to us with a list of possible stops in some of the Midwest states. This includes historical stops, scenic and tourist attractions, museums and automotive stops of special interest to car enthusiasts.

If you are coming from the west or the south, the map gives you approximate locations for towns and state capitals along the way. Maybe you'll want to add some of these for your journey.

We'd still like to hear from others of you with additional sites of interest in these or other states.

Thanks Phil for supplying us with these great ideas!



KANSAS

I-70 & I-435	Kansas City (Kansas)	Kansas Speedway; Legends Shops at Village West; T-Bones Minor League Baseball; Sporting Park
Hwy 73 N of I-70 Hwy 92 W of I-29	Leavenworth	Fort Leavenworth and Museum
Historic Route 66	Galena, Kansas	13.2 miles of the best preserved roadways of the entire historic Route 66 with many attractions. Drive the older route, in use before its designation as part of the original route; visit a historic bridge; many great photo opportunities

NEBRASKA

I-80	Lincoln	Speedway Motors and the Museum of American Speed—"World's largest collection of exotic racing engines and vintage speed equipment. <i>Phil says this is a "must see."</i>
I-80	Ashland	Strategic Air and Space Museum
I-80	Omaha	Zoo and Market Area; Riverfront Restaurants
Hwy 2 & US 75	Nebraska City	Arbor Day Farm; Lied Lodge and Historical Center

SOUTH DAKOTA

I-90	Mitchell	Corn Palace—Murals and designs are made from corn and other grains.
I-90	Rapid City	Mount Rushmore
I-90	Wall	Wall Drug—renowned tourist attraction and shopping mall with a drug store, gift shop, restaurants and variety of other stores.

Wisconsin...Here We Come!

MISSOURI

I-29	St. Joseph	Jesse James Home; Pony Express Museum; Patee House— Pony Express headquarters from 1860 to 1861, houses a stagecoach, racecar, and many antique items.
Hwy 36 & 13	Hamilton	J.C. Penney birthplace
Hwy 36	Chillicothe	The home of sliced bread
Hwy 36	Brookfield	Gen. John Pershing boyhood home
Hwy 36	Marceline	Walt Disney birthplace
Hwy 24	Keytesville	Gen. Sterling Price Memorial
I-70; I-35; I-29; I-49	Kansas City (Missouri)	National WWI Museum at Liberty Memorial; Negro League Baseball Museum
I-70, E of KCMO	Independence	Harry Truman Library and Museum
I-49, S of KCMO	Grandview	Truman Farm Home
Hwy 36 & 61 Hiway 154	Hannibal Perry (SW of Hannibal)	Mark Twain Birthplace and State Historical Society Boyhood Home and Museum
Hwy 47, S of I-70	Marthasville	Daniel Boone Home
I-70; I-64; I-55; I-44	St. Louis	Gateway Arch; Forest Park and Zoo; Brewery Tour; St. Louis Museum of Transportation
Hwy 65	Springfield	Bass Pro World Headquarters—This truly is the granddaddy of all “Outdoor Stores.”
I-49	Carthage	Precious Moments Chapel and Visitor Center— The Chapel has been described as “America’s Sistine Chapel,” an artful representation of Michelangelo’s own Sistine Chapel in Rome.

IOWA

Hwy 14 & 92	Knoxville	National Sprint Car Hall of Fame; Knoxville Raceway
Hwy 14 & I-80	Newton	Iowa Speedway— “The Fastest Short Track on the Planet,” is a state-of-the-art 7/8 mile asphalt paved tri-oval race track and motorsports facility designed by NASCAR Hall of Famer Rusty Wallace.
I-80, exit 254	West Branch	Herbert Hoover Presidential Library and Museum
Hwy 92 W of I-35	Winterset	Madison County Covered Bridges—Six bridges are located in the county; John Wayne’s birthplace is near downtown Winterset
Hiway 151 N of Cedar Rapids	Aramosa	National Motorcycle Museum and Hall of Fame— a collection of vintage bikes, photographs, apparel, advertising art and other memorabilia to document all eras.

WISCONSIN

I-90; Hwy 14	Madison/Middleton	National Mustard Museum— Home to the world’s largest collection of mustards and mustard memorabilia
I-90	Wisconsin Dells	Downtown Dells—a kitschy visitors’ treat, with an eclectic mix of high-end gift boutiques, souvenir stores with authentic moccasins, and sweet shops brimming with mouthwatering fudge.
I-90	Baraboo	FCA National Convention

Have a safe trip and be sure to take photos!

Falcon Club of America Officers

PRESIDENT

Cliff McKay
1413 N. Fortner Rd.
Peck, KS 67120
316-777-5032
hiflyer@sktc.net

VICE PRESIDENT

Mary Wagner
7111 Wolftever Landing
Harrison, TN 37341
423-243-3525
fcamary@baldwinpines.com

RECORDING SECRETARY

Misty Sigler
14475 S. Big Hill Rd.
Gulfport, MS 39503
228-596-9158
mistysigler@gmail.com

TREASURER

Pamela Dinzebach
6575 Bradley Ave.
St. Louis, MO 63139
pdinz@swbell.net

NATIONAL FALCON NEWS EDITOR

Janet Wilkerson
22806 Bradford Ln. Ct.
Blue Springs, MO 64015
fca.editor@yahoo.com

CLUB STORE MANAGERS

Mary Biehl
Bonnie Stringer
322 Jeff Davis
Waveland, MS 39576
Falconclub@aol.com

MEMBERSHIP SECRETARY

Denise Sword
521 Dogwood Meadows Ln.
Austin, AR 72007
fca.membership@yahoo.com
Please use email or snail mail.

INTERNET DIRECTOR

Wally Tirado
214-215-7485
admin@falconclub.com

WEBMASTER

Jeff Thomas
102 Overlook Dr.
McDonough, GA 30252
678-967-4780
1bad6t@bellsouth.net

CHAPTER COORDINATOR

Russell Welty
120 Meadow View Dr.
Wimberley, TX 78676
409-498-3596
russell.welty@yahoo.com

HEAD TECH ADVISOR

Bruce Wolfe
10206 Jonestown Rd.
Grantville, PA 17028-8232
717-469-7252
afutura@verizon.net

SOCIAL MEDIA DIRECTOR

Mark Sword II
18 Sugar Cove
Ward, AR 72176
501-804-2918
mswordjr24@yahoo.com

BOARD OF DIRECTORS

Richard Harrington (5)
15725 State Highway 28
Delhi, NY 13753
rharrington2@stny.rr.com

James di Zerega (4)
1221 Rue Ct.
Fort Collins, CO 80526
970-266-0888
jamesdizerega@comcast.net

Wally Peterson (3)
36943 Kenmore Dr.
Farmington Hills, MI 48335
248-426-9676
w.r.peterson10@gmail.com

James R. Guthrie (2)
27306 E. Outer Belt RD.
Greenwood, MO 64034
816-288-7469
guthriejasr@gmail.com

Jim Clements (1)
4015 Warrensburg Rd.
Delaware, OH 43015
740-363-4350
jclements003@columbus.rr.com

AUDITORS

Dennis Lebo
Jim diZerega
Misty Sigler

WEBSITE

falconclub.com

REGIONAL DIRECTORS

North Eastern Region

John W Howard
3955 Tolbert Rd.
Trenton, OH 45067
513-312-8799
falconwagon62@yahoo.com

South Eastern Region

Dave Wagner
7111 Wolftever Landing
Harrison, TN 37341
423-243-3525
65Sprint@baldwinpines.com

North Central Region

Jack Ellis
17860 168th St.
Basehor, KS 66007
913-724-2553
jandcellis@sbcglobal.net

South Central Region

Mike Sigler
14475 S. Big Hill Rd.
Gulfport, MS 39503
mikesiglerfalcon@gmail.com

South Western Region

Frank Bell
720 San Antonio Tr.
Mansfield, TX 76063
817-480-2365
frank@bellsspeedshop.com

Mountain Region

Ron Brown
4147 WCR 31
Ft. Lupton, CO 80621
303-857-9360
colofalcons@gmail.com

Pacific Region

Monte Brachmann
3109 NE Cooper Rd.
Camas, WA 98607
mkbrachmann@comcast.net

EDITOR CORRECTION: From the January 2016 issue, Bill Honor asked us to clarify that his cover car is American made, but made to look like an Australian car. It is not his air ride car. Also, the name of the company who did his stripes is inrush. Thank you for setting the record straight, Bill.

TRIP TO NATIONALS CHECKLIST:

- ☐ **Registration form** has been filled out and mailed with deposits. *If not, use the one on the outside wrap of this month's issue.*
- ☐ **Hotel reservations** are made. *If not, go to ho-chunk.com or call 800-746-2486. Mention room block #3663 for FCA rate.*
- ☐ My **Travel Plan** is mapped out. *I've contacted other members to migrate with me.*
- ☐ I've made a **list of things to do and see** along the way. *If not, see pages 18-19 for ideas.*
- ☐ **Swap Area Wish List** has been made of items I want to sell or hope to purchase.

Visit 2016FalconConvention.com for information, updates, and to view registration confirmation.

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1960	Bonnie Stringer 322 Jeff Davis Waveland, MS 39576 228-493-2029 FalconClub@aol.com
1961	Phil Barber 6567 Autumn Ridge Way Hoschton, GA 30548 470-429-3953 phillipbarber8494@comcast.net
1962	Joe Tatti 2140 Falmouth Terrace, Burlington, Ontario L7P 1X9 905-335-2834 jctatti@bell.net
1963	OPEN
1964	Jerry Kratz 216 Highland Ave North Wales, PA 19454 215-699-2456 kpauto@aol.com
1964 Convertible	James Cole P. O. Box 1858 Dawsonville, GA 30534-0033 404-427-8998 (no email)
1964 Hardtop and Sedan	Richard E. Alyea 1817 N. Timber Ave. Bethany, OK 73008-5726 405-789-6592 (no email)
1964/1965 Station Wagon	Frank Servas P. O. Box 10 Center Valley, PA 18034 falcon@hypermips.com
1965	Jim Hatcher 8301 W. 92nd Terrace Overland Park, KS 66212 913-381-5679 (no email) Steve Springer 6600 Ratan Dr. Austin, TX 78749 cspringer@austin.rr.com

1966	Phil Warren 602 N. Harrison Springhill, KS 66083 913-592-3571 pwrrn@centurylink.net
1967	Paul Coffey 25308 Arroyo Ct, Caldwell, ID 83607 208-453-9800 paul@modern driveline.com
1968	Leon Grantham 8108 E. 59th St. Kansas City, MO 64129 816-353-3084 (no email)
1969	Bill Walter 1615 Maple Grove Ave Dayton, OH 45414 937-216-4721 falconbill@woh.rr.com
1970/1970½	Merl Hayn 14942 S. Maple Rd. Argos, IN 46501-9525 574-892-6309 shaynfamily@aol.com
1961/1967 Econoline/ Club Wagon	Richard E. Alyea 1817 N. Timber Ave Bethany, OK 73008-5726 405-789-6592 (no email)
Tech Editor	Dick Harrington rharrington2@stny.rr.com

We need to fill some empty Technical Advisor positions. The Tech Advisors are a very important asset to our club.

I would like to have at least one person for each year who has an email address. Currently we need Advisors for years 1963 and 1968. Please contact me if you are interested.

Thanks.

Bruce Wolfe
717-469-7252
afutura@verizon.net

FCA Regularly Scheduled Chapter Meetings

Alamo Chapter San Antonio, TX	2nd Sun. monthly Pig Stand, 1508 Bdwy. San Antonio, TX	210-626-2050	Mile Hi Chapter Denver, CO	3rd Fri. monthly	303-857-9360
Arizona Chapter Phoenix, AZ	2nd Sat. except June, July, Aug. Berge Ford, 460 E. Auto Center Dr. Mesa, AZ	480-888-0589	Music City Chapter Nashville, TN	Monthly Meetings Call for dates/locations	615-452-0321
Bluegrass Chapter Louisville, KY	2nd Sat. Mar., June, Sept., Dec. 4:00 PM, Mark's Feed Store. 10316 Dixie Hwy., Valley Station, KY	228-596-9160	Northeast Chapter New England	3rd Sat. monthly northeastchapter.com	401-823-1059
Blue Ridge Chapter South Carolina	3rd Sun. monthly, Greer, SC	864-879-1060	Northland Chapter Minneapolis, MN	2nd Sun. odd months	952-334-1653
Capital City Chapter Austin, TX	3rd Sat. monthly, 4:00 PM	512-670-0544	Raptor Chapter Princeton, IL	1st Sunday of each quarter northland-falcons.com	815-200-6348
Carolinas Chapter Charlotte, NC	1st Mon. 7:00 PM, Holiday Inn Express, 2491 Wonder Dr., Exit 60: I-85, Kannapolis, NC	704-792-2122	Rainier Chapter Seattle, WA	Bi-monthly Jan–Nov. University Burgermaster 3040 NE 45th St. 7:00 PM rainierfalcons.com	206-290-3093
Central California Chapter Bakersfield, CA	1st Tue. Please call for location.	661-619-0677 661-587-8539	River City Chapter Sacramento, CA	2nd. Sat. even months 12:00 PM, Round Table Pizza 1566 Howe Ave, Sacramento, CA	209-957-0974
Columbia River Chapter	1st Thurs. monthly, 7:30 PM, Mar.–Nov., Benny's Rod & Custom Pizza Café, 4219 NE St. Johns Rd., Vancouver, WA	360-225-7403	So-Cal Falcons Chapter Pasadena, CA	2nd Sat. bi-monthly	805-583-4403
Early Falcon Car Club of Victoria, Inc., Australia	1st Tue. 7:30 PM, Cafe Hotel, Melbourne	9369 1574	Sooner Falcons Chapter Oklahoma City	3rd Sat. monthly	405-820-4808
Founder's Chapter Arkansas	2nd Sat. monthly	501-605-1370	Sonoma County Chapter Santa Rosa, CA	1st Thurs. monthly	707-539-2860
Gateway Chapter St. Louis, MO	4th Sun. monthly	636-677-4670	Southeast Georgia Chapter	1st Sun. monthly	770-887-6268
Golden Gate Chapter San Francisco, CA	2nd Sat. odd months	408-293-5848	Space City Chapter Houston, TX	2nd Sat. monthly, 6:00 PM, Prince's Drive-In, I-45 & Fuqua	713-703-5110
Greater Ozarks Chapter Springfield, MO	2nd Sun. even months Panera Bread N. Kansas Expressway Springfield MO. 2:00 PM	417-761-2677	Star City Falcon Club, Roanoke, VA	Monthly meetings Call for date/location	540-254-1515
Heart of Texas Chapter Plano, TX	3rd Sat. monthly hotfalcons.org for meeting info	214-215-7485	Suncoast Chapter Central Florida	Monthly Meetings Call for details	863-206-1990
Hoosier Chapter Indiana	1st Sun. monthly, Edwards Drive-In, 2126 S. Sherman Dr., Indianapolis, IN	317-418-8301	Tennessee Valley Falcons Cleveland, TN	Monthly, April–November. Call for details	423-716-5647
Lone Star Chapter Mt. Pleasant, TX	3rd Sun. monthly	903-572-9593	Third Coast Chapter Houston, TX	3rd Sat. even months, 5:30 PM, Valley Ranch BBQ 22548 SH 249 at Spring Cypress	281-467-4607
Metro Detroit Chapter Detroit, MI	1st Sun. bi-monthly, Holiday Inn Southgate, 17201 Northline Road, Southgate, MI	313-382-2993	Virginia Falcons Richmond, VA	2nd Sun. of March, June, September and December	757-646-3222
Mid America Chapter Kansas City	1st Fri. monthly	816-288-7469	Wheat State Wichita, KS	2nd Sat. even months	316-655-0697
			Wild West Falcons W. Colorado	Meetings quarterly Call Ted for details.	970-314-2498

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